

HARRY S TRUMAN COORDINATING COUNCIL

2018

HARRY S TRUMAN
COORDINATING COUNCIL



SIDEWALK ASSESSMENTS

How does HSTCC determine sidewalk criteria?

Condition	Criteria
Good	Sidewalk is free from cracking, buckling, gravel, or other significant flaws. Includes compliance to earlier standards of ADA compliance in that curb cuts and ramps exist, but may not adhere to slope standards, etc. See Figure 1.
Fair	Sidewalk is passable, but contains cracking, minor buckling, or other features which may limitedly impact pedestrian traffic. This may include minor vegetative growth, the use of stairs or steps as transitions, crumbling sections of sidewalk, etc. See Figure 2.
Poor	Sidewalk exists, but may include instances of deep cracking or buckling, missing sections, crushed sections, or significant vegetative overgrowth. Pedestrian traffic along such sidewalks would be significantly impeded due to condition. See Figure 3.



Figure 1. Neosho, MO



Figure 2. Carterville, MO



Figure 3. Oronogo, MO

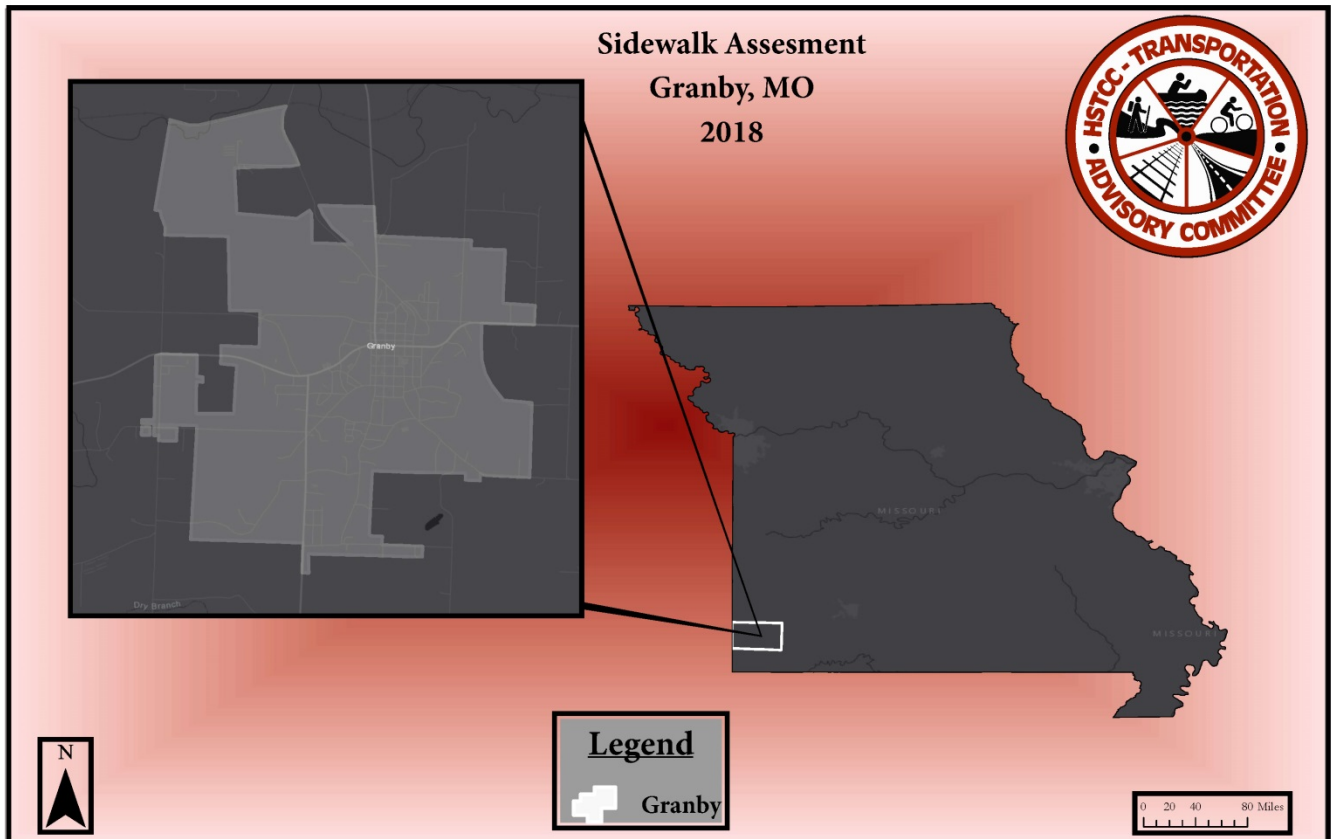
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Sidewalk Assessment

Granby, Mo
2018





Sidewalk Assessment

Granby, MO

Granby, MO is "Oldest Mining Town in the Southwest". The city is located in the east-central portion of Newton County near Gum Springs Branch, a tributary to Shoal Creek.

In the early 1800's, after the United States bought this land as part of the Louisiana Purchase, homesteading was the main reason to come here. Among the American settlers who came was a man named Madison Vickery. According to official history, Vickery discovered lead while digging for water. That created a whole new reason for coming to Granby. News of Vickery's strike, around 1850, spread quickly. The resulting flood of prospectors was so wild the time came to be known as the Granby Stampede. By 1855, Granby's air was ringing with the sounds of picks and shovels against the rocky hillsides. The population swelled to 8,000. By 1859, over 25 million tons of lead had been shipped from Granby mines.

Granby had the largest lead mining and smelting operations in the state and was one of the most important lead resources in the country. During the civil war, both North and South came to Granby for ammunition. Granby lead flew both ways during the Civil War. In October of 1862, the Battle of Granby finally established Union control of the mines, though the smelter was destroyed in the fighting. After the war, mining resumed with a fury, aided by new technology and improved rail transportation. Gradually, the people put down more than shafts into the red loam and rocks; they put down roots. In 1868, Granby's petition for incorporation was accepted by the state and in 1875 the city of Granby was officially chartered. The mines thrived through the first and second World Wars, but when the payable ore deposits began to run out, many people stayed on. They had found something more valuable than mineral deposits. They had discovered that Granby was a good place to live. Our history is as colorful as any mining boom town of the era and you have only to walk down Main Street still graced by several turn of the century buildings with high false fronts and covered porches to get the feeling of the old days.

The incorporated community of Granby, MO is included in the 2018 assessment. The sidewalks in the City of Granby were assessed on their current conditions in Jan and Feb by staff at the Harry S Truman Coordinating Council and a student intern from Missouri Southern State University. The data collected by the student intern was reviewed by HSTCC staff. The chart below depicts the overall condition of sidewalks in the city:

Conditions in Linear Feet					
	Good	Fair	Poor	No Sidewalk	Total Sidewalk
Granby, MO	457 feet	1,615 feet	4,377 feet	134,791 feet	6,449 feet



Criteria

The following criteria were used in assessing conditions. These assessment criteria are being used for assessments by all Regional Planning agencies across Missouri.

Good: Unlikely to hinder mobility of the average pedestrian. The sidewalk is free from significant cracking, buckling, gravel surfaces, or other debris which would impede pedestrian traffic.

Map key: Green

Fair: Uneven and distressed surface that hinders mobility of the average pedestrian. The sidewalk contains surface cracks, vegetation overgrowth, or debris.

Map key: Yellow

Poor: Impassable to mobility impaired pedestrian; hinders mobility of average pedestrian. The sidewalk has deep cracking or buckling, significant vegetative overgrowth, poor drainage, bulging surface (due to tree roots) and / or debris such that pedestrian travel would be impeded.

Map key: Red

Gap: No sidewalk is present.

Map Key: Gray

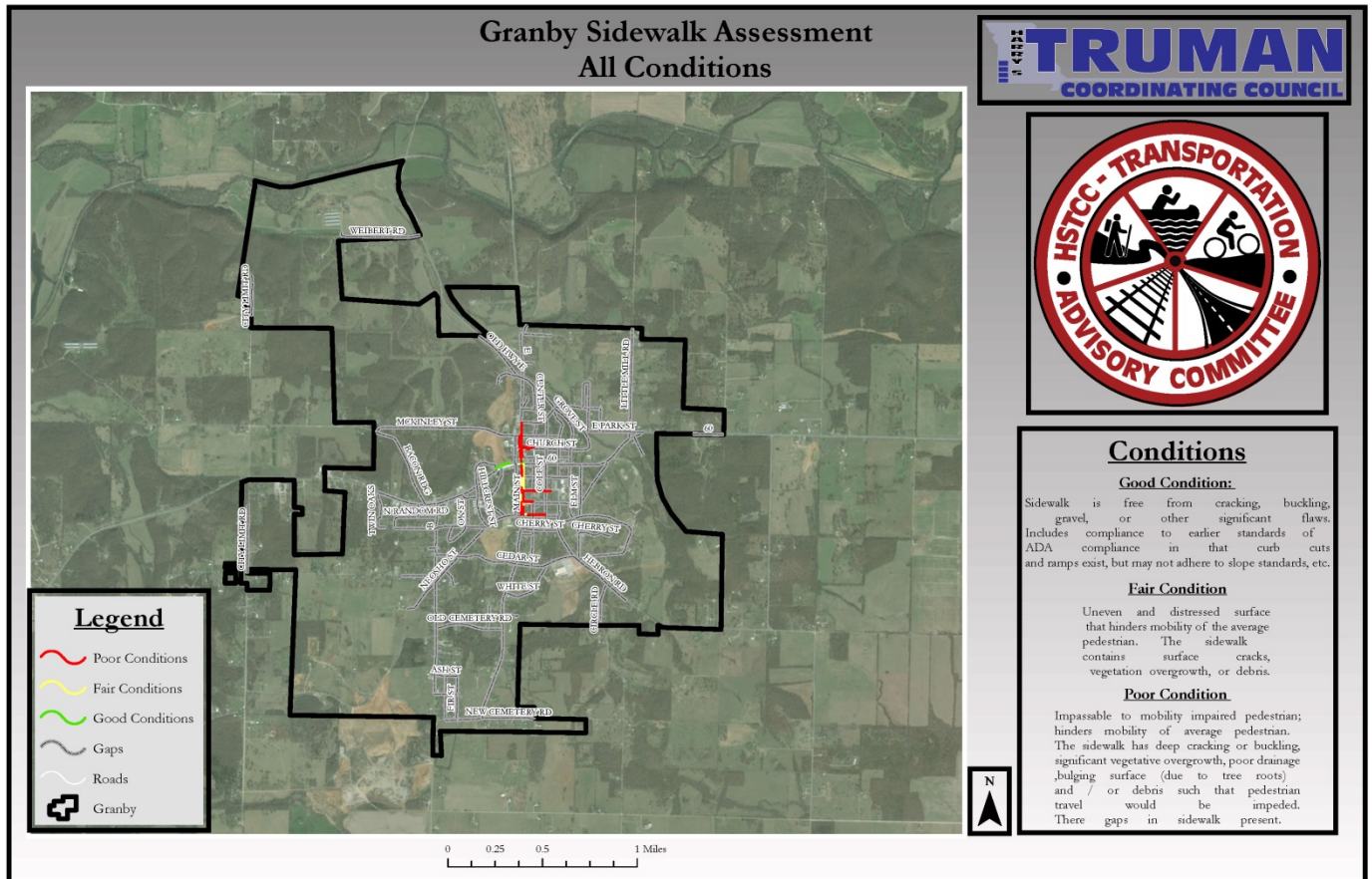
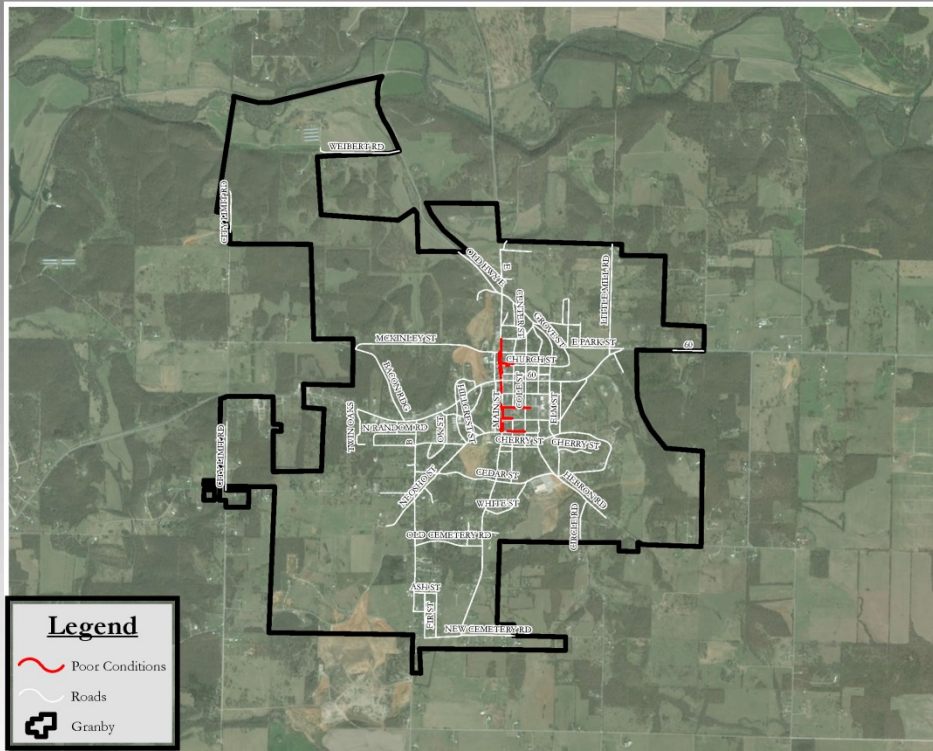


Figure 1 represents all conditions in the City of Granby

Granby Sidewalk Assessment Poor Conditions



Conditions

Good Condition:

Sidewalk is free from cracking, buckling, gravel, or other significant flaws. Includes compliance to earlier standards of ADA compliance in that curb cuts and ramps exist, but may not adhere to slope standards, etc.

Fair Condition

Uneven and distressed surface that hinders mobility of the average pedestrian. The sidewalk contains surface cracks, vegetation overgrowth, or debris.

Poor Condition

Impassable to mobility impaired pedestrian;
hinders mobility of average pedestrian.
The sidewalk has deep cracking or buckling,
significant vegetative overgrowth, poor drainage,
bulging surface (due to tree roots)
and / or debris such that pedestrian
travel would be impeded.
There gaps in sidewalk present.



Figure 2 represents poor conditions in the City of Granby

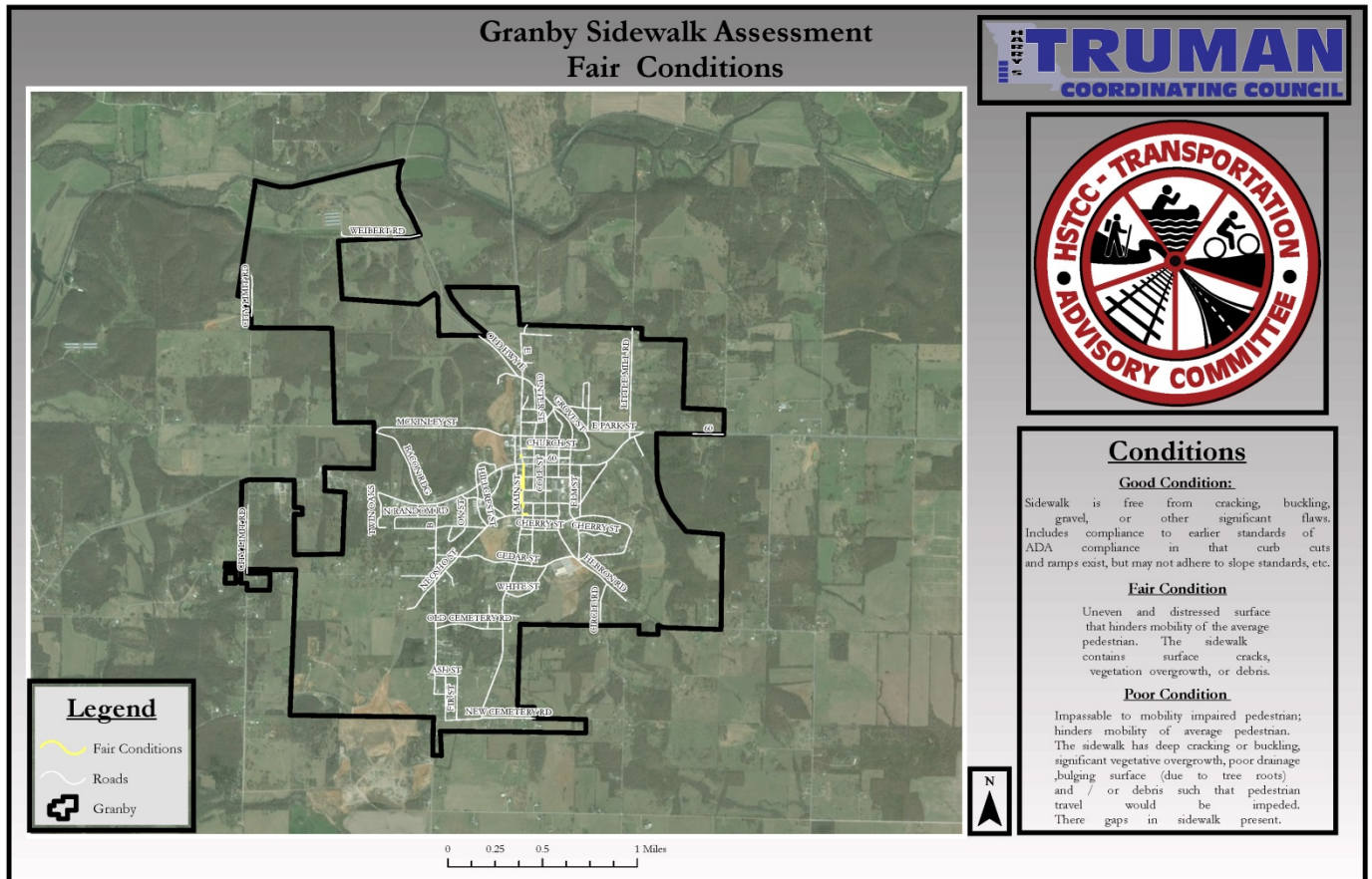


Figure 3 represents fair conditions in the City of Granby

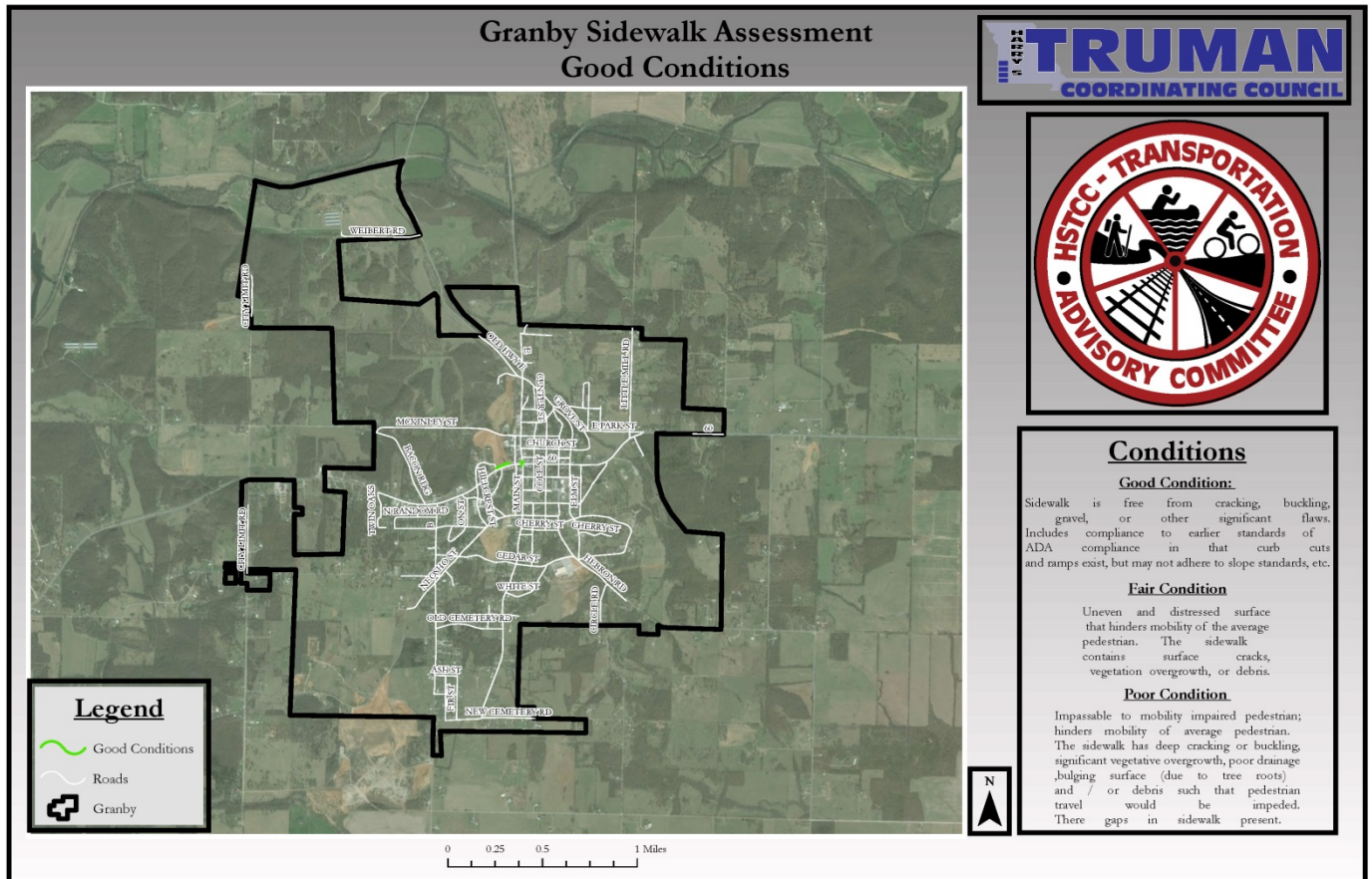


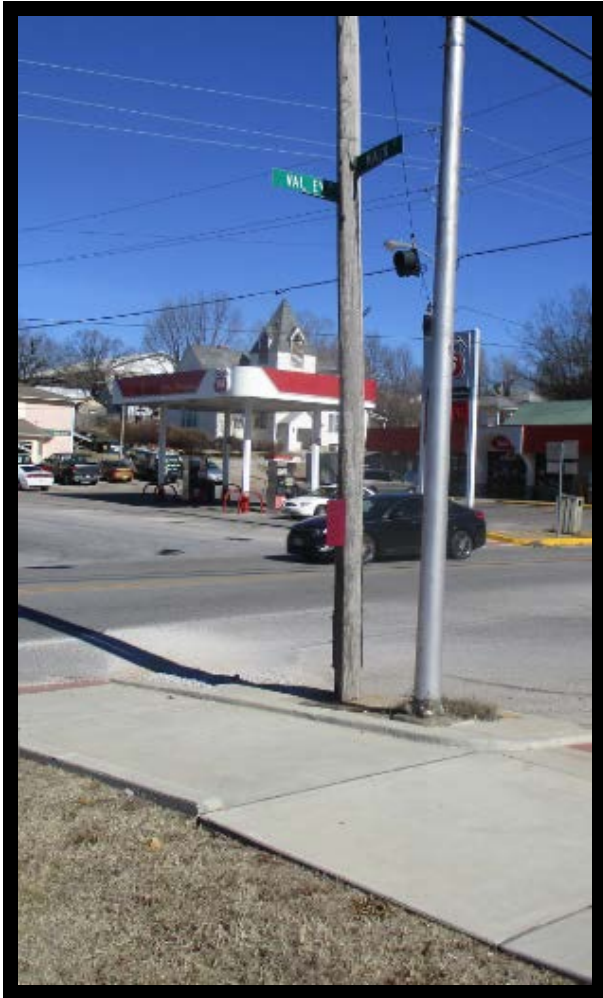
Figure 4 represents good conditions in the City of Granby



Corner of Main St. and Newton St.



Main St. facing north. Poor conditions.



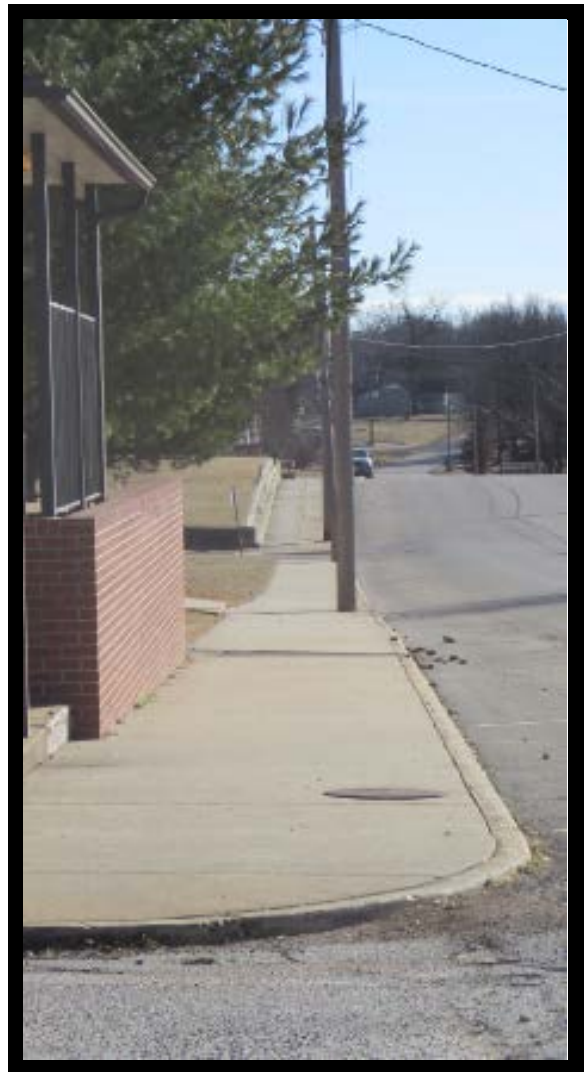
Corner of Main St. and Valley St.



Main St. facing north towards downtown. Good conditions.



Corner of E High St. and S Main St



S Main St. facing south Fair conditions.



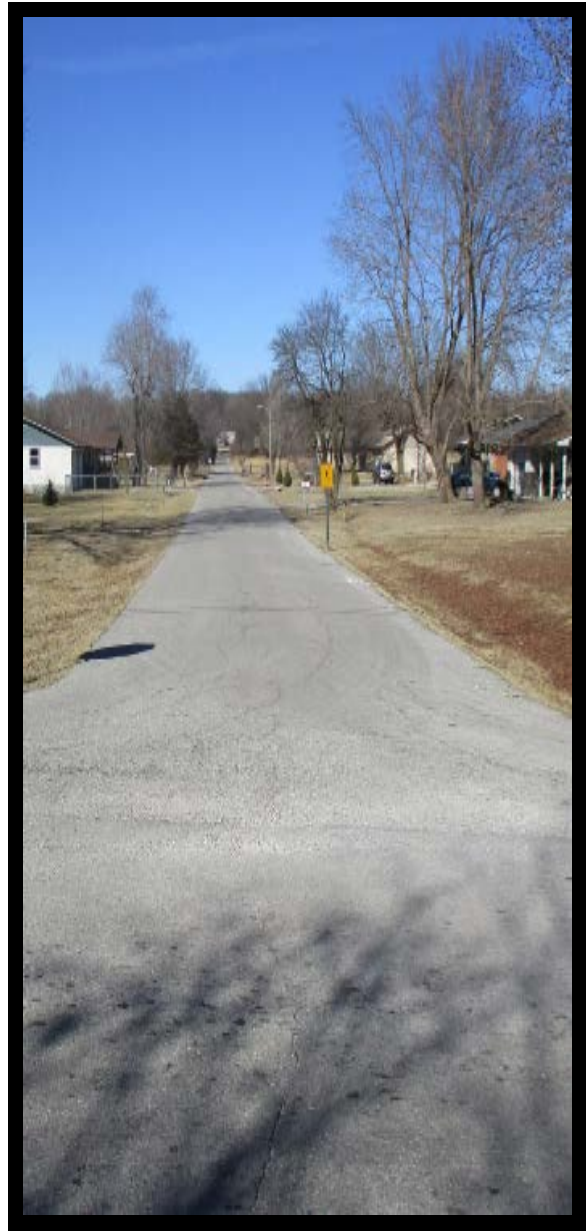
Oak St. facing west. Poor conditions.



Oak St. facing east. Poor conditions.



Corner of Park St. and Camerer St.



Camerer St. facing north. No sidewalk



Corner of Fortune Teller Rd. and Elm St.



Elm St. facing north. No sidewalk



Sidewalk Survey

All communities in the Harry S Truman Coordinating Council Region were sent a survey to understand current conditions and future needs concerning sidewalks. Copies of those surveys that were returned are included in this section. In compiling information received from surveys and by individual inspection of sidewalks in each community the following general overview of condition was created.

Survey Feedback	General Inspection
Of the 14 survey responses, 86% of respondents express that there are an insufficient amount of sidewalks in Granby. Approximately 71% of respondents state that existing sidewalks are in poor condition, while approximately 22% state existing sidewalks are in fair condition. 7% of respondents believed existing sidewalks were in good condition.	Of the 6,449 feet of total sidewalk in Granby, approximate feedback. Nearly 7% of existing sidewalks are in good condition, 25% are in fair condition, which is fairly consistent with respondent fair condition. Another 68% of sidewalk in Granby is in poor condition.



HSTCC Sidewalk Inventory Project Granby, MO January 19th, 2018

When most village, town, and city councils think about transportation, the focus lies heavily on streets, highways, and interstates. Increasingly, multi-modal transportation is coming to the forefront of the minds of citizens and government agencies. Multi-modal transportation includes ports, airports, and transit, but also includes sidewalks and trails. In an effort to enhance multi-modal transportation specifically concerning pedestrians and bicyclists, the Harry S Truman Coordinating Council is conducting a study of local offerings by jurisdiction in an effort to:

- Gauge needs and desires of local communities for sidewalks, trails, and other forms of pedestrian/cyclist-friendly infrastructure.
- Provide information to MoDOT concerning the existence of sidewalks, trails, etc. on state routes.
- Compile information for potential grant opportunities related to multi-modal infrastructure which could benefit Southwest Missouri.

Each jurisdiction is asked to complete the online survey. (If your jurisdiction does not currently have sidewalks, please indicate such on the survey.) Please enlist the help of your city officials, city managers, local roads supervisors/workers, and anyone else who may have information concerning local, existing sidewalks/trails. **We ask that you have completed the online survey by April 1st.**

Your help is greatly appreciated in this information gathering. If you have any questions or need any assistance in completing this survey, please do not hesitate to contact me at 417-649-6400 or by email at nhill@hstcc.org

Sincerely,

Nikki Hill
Regional Transportation Planner/GIS

Sidewalk Survey Link:

<https://www.surveymonkey.com/r/GranbySWA>



Thank you for taking time to fill out this short survey. Among towns and cities in southwest Missouri, sidewalks are consistently identified as a need for the region. This is part one of a two-part data collection, with the second part to take place in the fall of 2018. We appreciate your willingness to share information regarding the current status of sidewalks in your town.

City/Village Name: _____ Granby, MO _____

1. Does your jurisdiction currently have existing sidewalks? Yes No
**If sidewalks do not exist in your jurisdiction, please skip questions 2-7.
2. If sidewalks exist, does your jurisdiction have sidewalk codes or regulations? Yes No
3. If sidewalk codes and/or regulations exist, which of the following do they address?
Maintenance Snow Removal
Construction as part of new development All of the above
4. Please rate the overall condition of your sidewalks.
Good Fair Poor
5. Please rate the adequacy of your sidewalks. (Is the number of existing sidewalks sufficient for current usage?)
More than Sufficient Sufficient Insufficient
6. Please rate the width of existing sidewalks.
Good Fair Poor
7. Do the majority of your existing sidewalks have curbs or ramps where they join the street?
Curbs Ramps Equal number
8. On a scale of 1 to 10, how important are sidewalks to your citizens?
Unimportant Very Important
1 2 3 4 5 6 7 8 9 10
9. Does your jurisdiction have a school within its city limits? Yes No
10. Is your jurisdiction actively seeking to expand existing sidewalks:
At this time In the future We will not seek to expand.
11. If expansion is being considered, has your jurisdiction created a comprehensive sidewalk plan?
Yes, the plan has been completed.
Yes, the plan is currently in development.
No, but we are considering it.



12. If expansion is being considered, what areas of your jurisdiction are being targeted for sidewalk expansion/improvements?

13. If expansion is being considered, which of the following reasons best describes the city/village's motive?

Health/wellness

Beautification

Accessibility

Reducing environmental impact

Other: _____



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